#### ATLANTIC WINS THE OCEAN RACE.

American Schooner Yacht Lowers Sailing Record for the Course.

ALSO MAKES DAY'S RECORD.

Elapsed Time for Voyage, 12 Days 4 Hours 1 Minute.

Capt. Barr Brings Wilson Marshall's Yacht to the Stake Boat at the Lizard Carry ing All Her Sails and Making an Inspiring Picture at Finish of Contest for German Emperor's Cup-From Atlantic Travels 841 Miles-3,099 Miles in All, at an Average Speed of 10.6 Mi es an Hour-Former Record 9.66.

LONDON, May 29.-The Atlantic, the American three masted schooner yacht owned by Wilson Marshall, under command of the redoubtable Capt. Barr, has lowered all records of transatlantic sailing vachts and has won the race for the Kaiser's

She finished between the lighthouse on the Lizard and the German cruiser Pfeil, anchored due south, at 9:16 P. M. Her elapsed time was 12 days 4 hours 1 minute and her average speed an hour 10.6 knots for the 3,099 miles sailed.

Her last day's weather was in striking contrast to her first. It was a fit day to welcome the conqueror. After a wet night and misty early morning the Channel rolled with a long, heavy swell under a brilliant sun and blue, cloud flecked sky.

It was a pity that a light five or six knot breeze replaced yesterday's fresh blow over the last fifty miles of the Atlantic's long voyage. This robbed her of the distinction of making the run in twelve days, but two records are hers-the whole passage and the run for one day, when between noon May 23 and noon May 24 she covered 341 miles.

When THE SUN's steamer, Lady of the Isles, drew up close to the Atlantic's weather quarter, to throw her a line and to receive the log of her memorable voyage, smiling, well satisfied faces greeted those the steamer. But it was long before this that the Lady of the Isles gave her her first welcome with a siren.

The black hulled schooner made an inspiring picture as she headed straight for the stake boat, with her three towering masts carrying reaching jib topsails, a square sail, a balloon main topsail and a working mizzen staysail, in addition to her ordinary working canvas From Bishop's Rock, the southwest extremity of the Scilly Islands, off the chief of which the Lady of the Isles lay last night effecting improvements in THE SUN'S Marconi installation, the Atlantic made a course practically due east. It was irritating to ee her move so slowly during this portion of the run, when an eight knot breeze would have brought her home within twelve days, but instead of freshening, the breeze

Finally the Lady of the Isles ran up to her and megaphoned first congratulations | lantic to give proof of her weatherly qualito her and exchanged cheers. Then the steamer drew close up on her weather quarter and exchanged greetings at a distance of forty feet. Mr. Marshall laid down his megaphone and laughingly assured the correspondent that he had seen no competitor since leaving Sandy Hook, which was almost literally true.

Having taken aboard the log, which was soon on its wireless way to the shore, together with some private messages from Capt. Barr, the owner and other passengers, the Lady of the Isles ran ahead, thus facilitating the working of the wireless telegraph. Then she regained touch with the Atlantic, keeping close to her and occasionally exchanging conversation with the victors until they crossed the finishing line within biscuit toss of the German gunboat Pfeil.

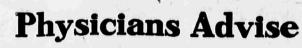
As the gun boomed, the Lady of the Isles. started the congratulations on her siren, and the whistling was taken up by some half a dozen steamers assembled in the neighborhood, while the Atlantic, burning a red flare, made her ghostlike way up the channel in the dim blue light of a perfect evening. As she covered the last few miles the breeze fell and the sea flattened. The Atlantic was making about three miles an hour when she finished.

The Atlantic's performance has been a great eye opener for the local experts of the coast to which the Lady of the Isles is now steaming. They laughed at the idea of the victor arriving on Sunday morning. The skipper of the Lady of the Isles. who is an experienced old salt, set out both yesterday and to-day in ill disguised pity of the correspondents' hopes and expectations. He had almost to run into the Atlantic before he could be convinced.

PENZANCE, May 29 .- Wilson Marshall's schooner Atlantic in winning the ocean race for the cup presented by the German Emperor eclipsed all previous records established by yachts for the passage from Sandy Hook to England, in addition to making the record day's run. The reports received from liners the last few days had not led any one to expect that she would finish so soon. The steamer Lady of the Isles, fitted with a Marconi eq ipment and in charge of Capt. Beckerlog, left Penzance on Sunday at 2 o'clock and slowly steamed down the Channel, keeping in touch with the various signal stations on the way. She made for the Scilly Islands. There being a heavy swell she put into port to complete and perfect the wireless

Following a wet night the morning broke with a thick haze, obscuring everything at a distance less than a mile. At wo'clock I'ght soutawest breeze gradually dispersed the foz, and later a vesse! loomed up in the offing which proved to be the Atlantic. She was abreast Bishop's Rock at 9:37 A. M. and soon after had the advantage of the

flood tide running eastward. In the lightest airs she stood up the Channel, with the wind over her starboard quarter. The sun was bright and powerful, cating the heart out of the wind, and at four o'clock the Atlantic was but little east of the Longships lighthouse. Under a cloud of canvas and with the aid of the tide she made slow progress, the wind being hardly-sufficient to keep all



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her sails drawing. In the brilliant sunshine she made an imposing picture.

Abreast of the Lizard the German cruiser Pfeil was waiting with the sailing committee on board. Several yachts were cruising in the vicinity to give the winner a welcome. Off Mount's Bay the Atlantic headed more inshore, thus bringing the wind further aft, and her square sail was hoisted. This was at 5 o'clock, and THE Sun's boat had the pleasure of being the first to hail and congratulate Mr. Marshall on the magnificent passage which his yacht

A long conversation ensued. The first question naturally was what sort of a passage the yacht had had. The answer "Very good." When asked if there had been any accidents, Mr. Marshall re-

"When did you last see your competitors?" evoked the reply: "Off Sandy Hook."

In answer to the question as to the best day's run, Mr. Marshall replied: "Three hundred and forty-one miles." He then said that after finishing the

Atlantic would go to Southampton. All on board were anxious to get tidings of any of the other yachts. The latest bulletins were given. Expecting to be met by correspondents at sea, Mr. Marshall was anxious to assist them. He had, with careful foresight, prepared a duplicate copy of the log book for the whole run. This was placed in a sealed canister, together with several private despatches,

and handed over the side of the vessel. After the Lady of the Isles obtained it. she parted company with the Atlantic, the latter proceeding on the last twenty miles of her course with a frayed racing flag at her mainmast head and the American ensign at the peak. She also carried her official number. The wind was paltry, and from 6 o'clock the yacht had a foul tide. Her progress was accordingly slow. With a light air she crossed the winning line at

The Atlantic's victory was hailed with blasts from steam sirens and hearty cheers from the crews of several vessels waiting off the Lizard.

The full text of the log tells its own tale to all conversant with yachting. The passage was made in phenomenally fast the winds from a favorable direction, but the weather encountered enabled the Atties, and disposed of the idea of such vessels being unfit for ocean racing. After finishing, she continued up the Channel for South-

Following is the log of the Atlantic: May 17-Moderate easterly breeze, with sea and fog at intervals. At 11:55 A. M. let go tow and proceeded under working canvas and topsails to starting line off Sandy Hook Lightship. Crossing line at 12:15:45 on port tack, set staysails and jibtopsails. The afternoon was drizzly and cold, with a fresh easterly breeze.

May 18-Latitude 39.40 N., longitude 70.24 W. Course south, 73 degrees east. Miles covered, 265. Fresh breeze in afternoon and sometimes only working sails used, while at others both staysails and iibtonsails carried. Night very disagreeable. Heavy fog and variable wind. In the morning wind hauled northerly so we could lay our course. Made out Hamburg 10 A. M. six miles to leeward and astern. Weather during day generally cold and raw. Got fair noon sight, but none in the morning.

May 19-Latitude 40.14 N., longitude 65.37 W. Miles covered, 212. Weather generally improving. A clear sky at midnight, and we carried balloon staysails and spinnaker. They were set at 3 P. M. May 18. Jibed over at 7 P. M. and had fresh breeze all night. In the morning, May 19, breeze increasing, we shifted spinnaker for square sail. Fair weather. Fresh and increasing westerly breeze.

May 20-Latitude, 40. 45 N. Longitude, 60.38 W. Course north, 82 east. Miles covered, 229. Full canvas, square sail and raffee, and when breeze permitted balloon staysails. Afternoon 19th fine, with fresh southwesterly breeze, which moderated toward sundown. Carried full sail aill night. Set spinnaker in the morning place of square sail. Spoke Red Star steamer 2 P. M., May 20, and Minnetonka at 5 P. M., our position being 40.53 north, 58.51 west. At sundown wind was taken off and bad appearance to sky in southwest. At 9 P. M. heavy southerly squall. Took in spinnaker and mainsail. and at 10 P. M. set them again. Spoke White Star steamer bound west. Wind shifted to northwest in early morning; fresh to moderate.

May 21-Latitude 41.09 N.; longitude 54.40 W. Course north, 85 degrees east. Miles covered, 270. Full sail and balloon staysails carried when direction of wind permitted. Weather fair, with fresh to moderate breeze from northwest. Temperature about 55 degrees. Wind took

off in afternoon and very light. May 22--Latitude 41.24 N., longitude 52.12 W. Course north, 82 degrees east. Miles covered, 113. Full sail and jibtopsails, staysails and square sail used. Light breeze all night; hardly steerage way. All the morning moderate southwest swell Breeze increasing in afternoon. All light gails. Passed one mile to southward of iceberg at 10:30 P. M. Quite cold. Air.

42 degrees; water, 35 degrees. May 23.-Latitude 40.30 N., longitude 46.57 W. Course N., 74 degrees E. Miles covered 248. Fair, clear day. All light sails set. Wind southerly and generally increasing. At 6 P. M. passed five miles. south of large berg. Made good run Smooth sea, warm air. Wind increasing

all afternoon. Fine night, Carried full

May 24-Latitude 44.57 N.; longitude 35.50 W. Course N., 65 E. Miles covered, 341. Fresh to strong breeze from south Took in stavsails and topsails. In morning sky looking bad to south. Broke Dauntless's record run of 328 miles by thirteen miles. Had good sights yesterday and to-day, so no doubts as regards distance made. Weather became worse in afternoon. Double reefed spanker at 6 P. M. and took it in at 9:30. Moderate gale and sea at May 25-Latitude 46.33 N., longitude 33.30

W. Course N., 70 E. Miles covered 282. At 2 A. M. took in foresail, mainsail and jib and set fore and mizzen trysails. Moderate gale from south. Ship behaving well, shipping no water. Wind moderating at sunrise and at noon ship carried foresail. mainsail, both topsails, squaresail and raffee. Strong southwestly breeze, with moderate to heavy following sea. At 2 P. M. set mizzentopmast staysail. Took it in an hour later. Wind and sea increasing.

May 26-Latitude 47.58 N., longitude 26.48 W. Course N., 72 E. Miles covered 279. Wind and sea increasing. Finally got down to squaresail, with four oil bags on weather side of ship. Heavy following sea and whole gale from southwest. Ship running well; shipping little water. At sundown it was a question of running or

heaving to. Decided to run. Bad night.

May 27—Latitude 48.56 N.. longitude 20.53 W. Course N., 76 E. Miles covered, 243. Carrying storm sails. Clear day, with gale from southwest. In the afternoon, wind and sea moderating, set miztrysail and mainsail. Afterward took in fore-trysail and set foresail. Both double reefed. Ship running well in heavy. following sea. At 10 A. M. took in square sail. Wind hauling more southerly. Wind and sea continued to moderate. In afternoon shook out both reefs in foresail and mainsail. Fair night. Strong southwest-

May 28-Latitude 49.52 N., longitude 13.06 W., Course N., 80 E. Miles covered, 309. Weather generally improving. Making sail as breeze decreases. Sea going down. Set single reefed spanker, 2:30 P. M., for first time in four days. Were time. This was naturally due to having 313 miles from finish at noon. Fresh breeze in spanker at 11 P. M. in heavy squall. Got 65 fathoms on lead at midnight, agreeing with our dead reckoning.

May 29-Clear, with light southwest preeze. Made Bishop Rock at 8:15 A. M. Passed Bishop's Rock 9:37 Green wich mean time, bearing true north. Time of passage to Rock, 11 days 16 hours 22 minutes. STEAMER LADY OF THE ISLES, off the Lizard, May 29 .- The official time of the finish was 9:16 P. M.

The elapsed time of the passage was 2 days 4 hours 1 minute.

REPORTS OF ATLANTIC'S TRIP. Winner of the Race Sighted Numerous Times by Passing Vessels.

According to accounts of the race that have been furnished by passing steamers and the log of the Atlantic, which gives the daily runs of the boat, she had pracically to win the race twice. She was passed by the Hamburg, but took the lead again on the 24th. The yachts were started at 12:15 o'clock

on Wednesday afternoon, May 17, off the Sandy Hook lightship. The wind was light at that time and from the east, so that at the beginning of the race the boats had windward work. The Atlantic gct away with the leaders, but the Ailsa was ahead of her and the Hamburg close astern Commodore E. C. Benedict's yacht Oneida followed the Atlantic and Hamburg for eighteen hours, and when she left them the Hamburg had taken the lead by two miles. The Atlantic at the end of her first day, or at noon on the 18th, had sailed 165 miles. The Endymion at that time was 138 miles out, and the Ailsa, according to a sighting, had sailed 120 miles in twenty two hours.

At the end of the second day or at noon on the 19th, the Atlantic was 387 miles out The Ailsa in 49 hours 25 minutes had gone 230 miles, the Endymion in 44 hours 19 min utes 299 miles, and the Hamburg the same

On the third day the Atlantic had increased her journey to 616 miles. This was at noon on the 20th, and it agrees with the sightings made that day by the Cedric. Minnetonka and Noordam. On the 21st she was seen by the Bremen at 7:05 in the morning, ship's time, 828 miles out, and according to the log at noon on that day

she was 886 miles from the start. At 4:20 o'clock on the morning of the 22d the St. Louis sighted the Hamburg 980 miles from the Sandy Hook lightship The Atlantic by her own log was only 999 miles out at noon on the 22d. On that day she made only 113 miles, and so she must have been passed then by the Hamburg, as the German boat was seen 18 miles astern of where the Atlantic was at noon nearly

eight hours earlier on the 22d. The Atlantic did better in the next twenty four hours, and by noon on the twentythird she was 1,232 miles out. Then the Atlantic must have picked up a fine sail-Atlantic must have picked up a fine sailing breeze, for in the next twenty-four hours she logged 341 miles, beating all records made by a sailing yacht, and by noon on the twenty-fourth she was 1,573 miles from the start. That the Hamburg was very close to her even after that fine day's run is shown by the sighting of the Celtic. At 8.32 on the morning of the Celtic. At 8.32 on the morning of the court, and that was just three and a half hours before the Atlantic had put 1.573

miles to her credit, and as the yachts were sailing on that day the Hamburg must have made more than sixteen miles in those three and a half hours.

After that the Atlantic had weather that just suited her. According to the cable fresh to strong westerly and southwesterly winds have been blowing on the other side of the Atlantic for four or five days. The steamship Hamburg, which arrived here on Sunday, reported that on the 24th she passed the Endymion early in the afternoon in latitude 43, longitude 42.21. The wind then was south, blowing thirty-five to forty miles an hour, or what nautical men call a No. 7 breeze, and the sea was rough.

has sailed from the Needles to Sandy Hook Lightship in 13 days, 20 hours and 80 minutes but this course is some 200 miles longer than that sailed by the Atlantic. The Endymnoa, averaged 9.66 miles an hour and her best day's run was 291 miles.

The Atlantic's run of 341 miles is another record. Up to this race the best day's run was made by the Dauntless in the race against the Coronet. She made 328 miles and averaged for the voyage 7.67 miles an hour. The Sappho in a voyage across

against the Corones. She hade 32 lines and averaged for the voyage 7.67 miles an hour. The Sappho in a voyage across the ocean averaged 9.66 miles, and she ran 316 miles in one day.

In the ocean race of 1866 the Henrietta averaged 9.36, the Fleetwing 9.16 and the Vesta 9.14. The best days were: Henrietta, 280; Vesta, 277; Fleetwing, 260. The Coronet averaged 8.08 in her race with the Dauntless, and her best day was 291 miles.

Wilson Marshall, the owner of the Atlantic, is a Bridgeport man. He became interested in yachting some years ago, and in partnership with C. Barnum Seeley, whose sister he married later, purchased the old sloop yacht Atlantic that was built to defend the America's Cup in the Puritan's year. After being tried twice as a possible Cup defender, the Atlantic was laid up for years at Port Jefferson. Marshall and Seeley got the boat for very little money and spent quite a large sum changing her, into a schooper and fitting little money and spent quite a large sum changing her into a schooner and fitting her out in good style. When Mr. Marshall married he purchased C. B. Seeley's interest in the Atlantic and called the leaf in the Atlantic and sailed the boat alone. In 1903 he gave William Gardner a commission to design for him an auxiliary schooner, and plans were drawn for the boat that has just won the Emperor's cup. The con-tract to build the boat was given to the Townsend & Downey Company at Shooters Island and the yacht made her first appear-ance late in the fall of 1903 and showed up remarkably well in some trials sailed on the Sound. She was credited with logging more than 15 knots an hour when reaching

in a strong breeze.

As soon as the yacht was accepted Mr. Marshall and some friends made a cruise to the West Indies. This was in January of last year, and Capt. Lem Miller, who has sailed the Ailsa in the ocean race, was in charge of the boat. During that cruise the boat experienced varied weather and was caught in one hard blow off. Hatteras which for several hours tested her seaworthiness. Lost summer the yacht was raced. During the cruise of the New York Yacht Club she won several runs. She was first in her class going from Glen Cove to Morris Cove. She was first to finish at New London, but on that run was beaten by the in a strong breeze. ris Cove. She was first to finish at New Lon-don, but on that run was beaten by the

#### The Truth about Whiskey.

The government stamp over the top of a bottle of whiskey means that the whiskey is made and bottled under the inspection of U.S. government officials, that it is at least four years old, and that it is 100 proof. That is all it does mean. A Gibson label on a bottle means all of this and a great deal more. The Gibson label means and GUARANTEES that the whiskey is not only pure but of HIGH QUALITY. There is fifty years behind that guarantee. "Straight" (bottled in bond) or "Blended" Sissonis Pure Rye Whiskey is always the same.

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Idler on time allowance. She won the runs from New London to Newport, from Newport of Vineyard Haven and from Vineyard Haven back to Newport. She also captured the Brenton's Reef and Cape May challenge cups. In the Brenton's Reef cup race, which was from Brenton's Reef lightship to Sandy Hook lightship and back, she sailed 298 miles in 40 hours 30 minutes

Protect

The wind then was south, blowing thirty-five to forty miles an hour, or what nautical men call a No. 7 breeze, and the sea was rough.

The St. Paul had seen the Endymion a little earlier in the day when she was 1,385 miles out.

The Hamburg also saw the Valhalla in longitude 42.50, and she had the wind from the south, southwest about twenty-five miles an hour, and the seawas rough.

This fresh wind lasted the Atlantic to the end. She made 282 miles on the 25th, bringing her total distance up to noon 1,855 miles out.

At noon on the 26th she had gone 2,134 miles; on the 27th, 2,377 miles; on the 28th, 2,688 miles and on the 29th, 2,968 miles.

The other racers must be close astern of the Atlantic, and some will doubtless be heard from to-day.

There are four prizes in this race and the Hamburg. Endymion, Valhalla and Ailsa are according to the last sightings, making a hot fight for these trophies.

The Atlantic establishes a new record across the western ocean. The Endymion has sailed from the Needles to Sandy Hook lightship and back, she sailed 298 miles in 40 hours 30 minutes 35 seconds, beating the Resolute and Endymion. In the Cape May cup race, sailed from Sandy Hook lightship and back, she sailed 292 miles in 40 hours 30 minutes 18 seconds, beating the Resolute and Endymion. In the Cape May cup race, sailed from Sandy Hook lightship and back, she sailed 292 miles in 40 hours 30 minutes 18 seconds, beating the Endymion. In the Cape May cup race, sailed from Sandy Hook lightship and back, she sailed 292 miles in 40 hours 30 minutes 18 seconds, beating the Endymion in hour 4 minutes 38 seconds and the Vergemere, which did not finish.

The Atlantic is a big steel boat 189 feet of canvas on her three masts, and when all in character of the waterine 290 set of canvas on her three masts, and when all in canvas and she had these kites aloft of the last few days of the run. From the after end of her mizen boom to the foreward end of the bowsprit she measures 227 feet. From deck to truck the mizen and the foremast 1

Atlantic in the ocean race he spared no ex-pense to put his craft in the finest possible shape and gave Mr. Gardner instructions shape and gave Mr. Gardner instructions to do what he thought best to make the boat win. It is said that the changes that were made in placing the inside lead outside on the keel, new spars, rigging sails, &c., cost about \$35,000. Then Mr. Marshall secured the services of Capt. Charles Barr, the best racing skipper on this side of the Atlantic, and a good crew of fifty men was engaged. Capt. Pagel, a good deep sea man, was engaged as an expert navigator, and Capt. John Barr, who sailed the Thistle in the Cup race in 1887 against the Volunteer, was also engaged to assist Capt. Charles Barr.

from Dover to Heligoland. The German Emperor has offered a special cup for auxiliaries and the Atlantic has been entered. The race will end her racing on the other over unless some match is made with an English or a German yacht and the prize offered large enough for him to go to the expense of shipping sails from this side. These sails and rigging are all baled up ready to be shipped if they are wanted. The Atlantic will cruise in German and British waters this summer and will be laid up on the other side. Next winter Mr. Marshall intends to make a long cruise. He will go to the Mediterranean and possibly as far

east as India.
Capt. Barr, who sailed the yacht, is a Scotchman by birth, but is now a naturalized citizen of this country. He came here first with his brother on the Thistle, and afterward on the little cutter Minerva, which was a big success. In 1891 he sailed the forty-six footer Harpoon, and in 1893 went to the other side in Royal Phelps Carroll's cutter Navahoe. He left that Carroll's cutter Navahoe. He left that boat during the season there and assisted his brother Capt. John Barr on the Jubilee, which was built as a Cup defender for Gen. Charles J. Paine. In 1895 he sailed the Vigilant, which was fitted out by George J. Gould as a trial boat for the Defender, which

Gould as a trial boat for the Defender, which was selected to defend the America's Cup a zainst Valkyrie III.

The next year he sailed the schooner Colonia, and in 1899 was the captain of the Columbia, which was built to defend the America's Cup against Shanrock I. In 1901 he had charge of the Columbia again and managed to defeat the Constitution, the new boat, and the Columbia was again the Cup defender. In 1903 he was chosen to be the captain of the Reliance, and last year he sailed the Ingomar across the ocean and in her races on the other side with and in her races on the other side with great success. After the Heligoland race Capt. Barr is coming back and will have charge of Mr. Proctor's seventy footer

ANOTHER YACHT AT LIZARD. Boat, Supposed to Be Sunbeam, 18 Miles Out at 11:10 P. M.

Special Cable Despatch to THE SUN LONDON, May 30 .- The Chronicle says a yacht, supposed to be Lord Brassey's Sunbeam, was eighteen miles off the Lizard at

CALLS THEM "JAPPERS." White Is Mad at the Way Secretary Shaw

Was Treated at Topeka. TOPEKA, Kan., May 29.-William Allen White has stirred up a hornets nest in Kansas. A few days ago Secretary Shaw stopped in Topeka two hours and met about fifty politicians and business men in the Governor's office. While here the Secretary was invited to make a short speech. This caused Whit to publish the following editorial in his paper at Em-

"What a lot of jappers there are in Topeka. Thirty or forty rubbernecks foilowed Secretary Shaw around the State
Houseiss if he had been a five legged calf,
and when they got him in a corner in a
private office, where he could not run, they
began yelling "Speech" at him. In no
other part of the civilized world would a
man who was guest of the Governor of
the State be stood up in a chair and compelled to make a speech.

pelled to make a speech.

"Topeka is the heaven of the jays. When a Kansan peters out and is no good in his home town he is transported to Topeka. It is to the credit of Kansas that in no other Kansas town would a member of the President's Cabinet be treated like a street

faker."

Gov. Hoch, Mayor Davis and others deny that Shaw stood on a chair or that he was herded about the State House as a frank.

### CITY WILL HAVE TO PAY HUGE PRICE TO GET BACK WORKS.

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salers from the greatest danger that threatens them.

The Sum of \$20,000,000 Will Be Demanded Although Winston Says That Only \$8,000,000 Was Expended by the Company-Boycott on the Councilmen. PHILADELPHIA, May 29 .- With the strik-

ng of his flag by Durham to-day to the Mayor and his forces, a temporary and unconditional surrender by the machine, the political tension relaxed greatly. Durham sent for his lieutenants and his ward leaders to-day. After they had gone he sent out his acknowledgement of defeat.

"I have advised all my friends that if Mayor Weaver sends the appointments of Col. Sheldon Potter to be Director of Public Safety and A. Lincoln Acker to be Director of Public Works to Select Council for confirmation they shall not vote against them, said Durham.

John C. Winston, chairman of the Committee of Seventy, has engaged three experts to go over the records of the U. G. I. that are open to the public to ascertain just how much that corporation has spent upon the gas works since it secured its original lease. Besides these, he says he has an inside source of information. The U. G. I. has announced that it will charge the city exactly \$20,000,000 to redeem the works in 1907. This charge will be for improvements. Winston declares that this new deal is almost as infamous as the plan to plunder the city just halted by Weaver. He declares that he has positive evidence that \$5,000,000 is all that the corporation has spent upon improvements.

second to the same that the corporation has spent upon improvements.

He says that in asking \$20,000,000 the U. G. I. is seeking a bonus that will repay the company for its outlay of \$5,000,000 given to the gang "to put the original gas lease" through Councils and out of which the Councilmen got theirs."

When Example agrangements for

When Frankford made arrangements for the Memorial Day procession it picked out its Select Councilman, Col. J. Emery Byram, to lead the yeterans. Byram has done this for the last twelve years. In the interim the gas lease came up and Col. Byram voted for it. Not only did he vote for it, but he stood by the ring against the bitter assaults of his

Therefore it was decided to-day by the G. A. R. and the arrangement committee that Col. Byram couldn't lead the parade The decision was conveyed to him.

"Well," said Byram, "I stuck by Durham just as I stuck by the flag in '65. I'll march in the ranks, and if I can't march there I'll

trail on behind."

Later he donned his uniform and went Later ne conned his uniform and went of a school where he had been invited to address the pupils as part of the Memorial Day services. When he got there the committee would not let him talk. The old man sat down on the platform and cried. Afterward they put him in a cab and sent him home very ill.

Mayor Weaver to-day received a tele-gram from Gov. Folk of Missouri con-gratulating him on his stand in the gas fight and urging him to keep up the contest. PURSE SNATCHERS ON A CAR.

Boys Jump on Footboard, Get Woman's

Purse and Vanish in Central Park Gloom. Four boys jumped aboard a northbound car at Seventy-seventh street and Central men passengers and the conductor knew what they were up to, one of the boys had snatched the purse of a woman passenger, who said she was Mrs. Bond of 21 West Ninety-eighth street. In the purse were a gold watch and a few dollars.

It was an open car and the four youngs ters jumped on the footboard. Mrs. Bond sat in a rear seat and the men passengers occupied front seats. The conductor was at the front of the car and, suspecting that the boys might be purse snatchers, he made for them. They were off with their booty before he got near them. The boys disappeared over the park wall.

The car was stopped and the men passengers went after the boys, but lost them in the darkness. Mrs. Bond, told the police

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Now

#### On Broadway

The Scotch Without a Doubt!

At Clubs, Cafes, Hotels and of Dealer The Cook & Bernheimer Co. Soie Agents.

M'ADOO CLEARED SIDEWALKS.

TWO COPS BUSY AT BROAD-WAY AND 42D STREET.

Men Studying Dope Sheets Blocked the Way in Front of Hotels, Cafes and Theaters When Commissioner Passed

-Special Detail to Keep Crowd Moving Commissioner McAdoo got of; a car at Broadway and Forty-second street about 9 o'clock last night and walked down the west side of Broadway. In front of the Metropole and the Rossmore the sidewalk was obstructed by persons studying dope sheets under the electric lights, talking learnedly of the ponies, and bowing to women who showed a good deal of silk stocking in passing.

The Commissioner found it difficult to get through the crowd without taking to the roadway. When he got to the Broadway Theater at Forty-first street the crowd was about the same. At Fortieth street, in front of O'Rourke's, the sidewalk was

Policeman Steinmeir of the Tenderloin was scratching his ear with his nightstick when Mr. McAdoo tapped him on the shoulder. He turned pale when he saw who "What's your post?" asked the Com-

missioner. "Why don't you keep the sidewalks clear; he went on when Steinmeir told

him.
"We are doing the best we can, sir," said Park West last night and before the three the patrolman. "You are not," said the Commissioner, curtly. "Come with me and I'll show you you are not." Roundsman McCullom of the Tenderloin

Roundsman McCullom of the Tenderloin had heard of the Commissioner's arrival and bustled up. Mr. McAdoo repeated what he had said to the patrolman for the information of the roundsman.

The three went up to the Rossmore. Mr. McAdoo remained modestly in the background while the uniformed men began shooing away the sidewalk or mannerts. shooing away the sidewalk ornaments. Many objected strenuously, insisting they were guests of the hotel. The excuse didn't go down. They were informed they would have to keep back of the stoop line or move on. In ten minutes the sidewalk was clear

a gnawed bone. Commissioner departed with a smile The Commissioner departed with a smile. He sent word to Capt. Cottrell to post two extra men at Broadway and Forty-second street until the loafer nuisance was thoroughly abated.

## MELLOWED BY 10 YEARS REPOSE IN THE WOOD Crop of 1892. It's Pure—That's Sure NEW YORK & KENTUCKY CO. New York Branch, 452 FIFTH AVENUE, NEW YORK,